

RAIN, SNOW TO-NIGHT;  
MUCH COLDER SUNDAY

WASHINGTON, Dec. 11.—Forecast for Saturday and Sunday:

Indiana—Increasing cloudiness and warmer on Saturday; rain at night, turning to snow, with falling temperature. Sunday snow and much colder; brisk to high south winds, becoming northwest by Sunday morning.

Kentucky—Increasing cloudiness and warmer on Saturday. Sunday rain or snow and much colder.

Ohio—Partly cloudy and warmer on Saturday. Sunday rain or snow and much colder.

North Dakota—Fair on Saturday; colder in east and south portions; with a cold wave, Sunday fair, not so cold in west portion.

South Dakota—Snow and much colder on Saturday; with a cold wave, Sunday fair, not so cold in west portion.

Nebraska—Snow and much colder on Saturday; with a cold wave, Sunday fair, not so cold in west portion.

Kansas—Rain on Saturday, turning to snow; much colder, with a cold wave, Sunday fair, not so cold in west portion.

Wisconsin—Snow on Saturday; warmer in east portion. Sunday colder, with much snow in west and east portions; brisk to high north winds, becoming north by Sunday morning.

Minnesota—Snow on Saturday; colder in west portion. Sunday fair, except snow in northeast portion; colder in southeast portion; increasing west to northwest winds.

Lower Michigan—Snow in north, rain or snow in south portion on Saturday; Sunday snow and much colder; brisk to high east winds, becoming north by Sunday morning.

Local Observation on Friday.

Bar. Ther. R.H. Wind. Weath. Pre. 7 a. m. 30.20 25 90 South. Clear. .00 7 p. m. 30.20 25 90 South. Clear. .00

Maximum temperature, 25; minimum temperature, 16.

Comparative statement of mean temperature and total precipitation on Dec. 11:

Normal . . . . . 26.10

Mean . . . . . 19.00

Departure . . . . . -7.10

Departure for month . . . . . -1.00

Departure since Jan. 1 . . . . . -144.80

W. T. BLYTHE, Section Director.

Western Temperatures.

Stations. 7 a. m. Max. 7 p. m.

Adelphi, Tex. . . . . 62 50

Amarillo, Tex. . . . . 54 52

Albany, Ga. . . . . 54 52

Bismarck, N. D. . . . . 16 6

Buffalo, N. Y. . . . . 26 22

Calgary, Alberta . . . . . 16 6

Chattanooga, Tenn. . . . . 50 40

Chicago, Ill. . . . . 22 20

Cincinnati, O. . . . . 30 28

Cleveland, O. . . . . 28 26

Columbus, O. . . . . 28 26

Concordia, Kan. . . . . 24 22

Davenport, Ia. . . . . 24 22

Denver, Colo. . . . . 26 24

Dodge City, Kan. . . . . 24 22

El Paso, Tex. . . . . 22 20

Elkhart, Ind. . . . . 22 20

Grand Junction, Colo. . . . . 38 32

Grand Rapids, Mich. . . . . 24 22

Hartford, Conn. . . . . 30 28

Huron, S. D. . . . . 26 24

Helena, Mont. . . . . 22 20

Indianapolis, Ind. . . . . 28 26

Kansas City, Mo. . . . . 34 32

Lafayette, La. . . . . 34 32

Little Rock, Ark. . . . . 34 32

Louisville, Ky. . . . . 36 32

Marquette, Mich. . . . . 18 16

Memphis, Tenn. . . . . 32 30

Modena, Utah. . . . . 16 14

Montgomery, Ala. . . . . 34 32

New Orleans, La. . . . . 42 38

New York, N. Y. . . . . 36 34

North Platte, Neb. . . . . 42 38

Omaha, Neb. . . . . 32 30

Palm Springs, Cal. . . . . 34 32

Pasadena, Tex. . . . . 34 32

Parkersburg, W. Va. . . . . 34 32

Philadelphia, Pa. . . . . 34 32

Pittsburgh, Pa. . . . . 34 32

Portland, Me. . . . . 34 32

Quincy, Ill. . . . . 34 32

Rapid City, S. D. . . . . 24 22

St. Louis, Mo. . . . . 34 32

St. Paul, Minn. . . . . 34 32

Salt Lake City, Utah. . . . . 34 32

San Antonio, Tex. . . . . 34 32

Santa Fe, N. M. . . . . 34 32

Shreveport, La. . . . . 34 32

Springfield, Ill. . . . . 34 32

Valentine, Neb. . . . . 34 32

Wichita, Kan. . . . . 34 32

COLOMBIANS FORCED TO  
LEAVE THE RIO ATRA

Were Ordered to Build a Road to Panama, but Found the Obstacles Too Great.

4,000 MEN FROM BOGOTA

Ordered Back, Possibly by Gen. Reyes—Unconfirmed Rumor from Admiral Glass.

COLOMBIA, Dec. 11.—Governor Melendez, in an interview to-day, said: "I have just learned unofficially, through passengers of the Fournel (a French steamer that arrived here to-day from Colombian ports), that the Colombian warships General Pinzon and Cartagena left Cartagena at the beginning of December, having on board the same 4,000 troops which General Tovar brought to Colon. These were landed at the Rio Atrato with instructions to build a road towards Panama. But, after terrible suffering for four days in their efforts to go up the river in small boats and canoes, and being in want of provisions of all kinds, their supplies having been soaked with water and spoiled, the troops resolved to turn back. The passengers also affirm the troops have since returned to Cartagena."

News has been received from the interior to the effect that 4,000 Colombian troops left Bogota a fortnight ago to go down the Magdalena river, but on reaching Honda they received orders countermanding the movement and returned to Bogota on Dec. 2. It is believed General Reyes is responsible for the countermanding of the order.

Governor Melendez further said that he had sent commissioners to chiefs in the interior territory requesting them to come to Colon to interview the officers of the government on important matters concerning their interests. That Colombian troops have not been seen in this territory, and, further, that they would not be allowed to cross the country. Other chiefs from San Blas and Cape Mosquito, who have accepted the government's invitation, are expected to arrive shortly.

The French steamer Fournel arrived here to-day from Savannah and Cartagena. She was the first vessel to reach this port since the decree closing Cartagena and Savannah to vessels to and from Colon was cancelled. The Fournel brought passengers and mails. The authorities of the department of Bolivar are still unconvinced to the loss of the steamer, which they do not regard as hopeless, as they issued clearance for the vessel to leave for Panama, but for Colon, department of Panama.

The Fournel reports that the Colombian cruiser General Pinzon and Cartagena are both at Cartagena. A passenger of the Fournel said a rumor was current at Cartagena that the cruiser Cartagena, about ten days ago, embarked at night over a thousand troops, bound for the Gulf of Darien, with the object of constructing a road to Cauca.

Admiral Coghlan has received a letter from Luther P. Ellsworth, United States consul at Cartagena, which says that the Colombian warship Cartagena left Cartagena early in December carrying about 80 soldiers. Its destination being the Atrato river region. The contents of the letter, which gives no details of the movement, have been transmitted to the Washington government.

The Mayflower, which left in a southeastward direction yesterday, will join the Atlanta, and both vessels will proceed to the Gulf of Darien to obtain definite information as to what is happening there. The Mayflower will return immediately and report to Admiral Coghlan.

PRESIDENT ROOSEVELT  
BOTH CRITICISED AND  
DEFENDED IN HOUSE

(CONCLUDED FROM FIRST PAGE)

we have done we did for a motive of the highest obligation of national faith.

TRANSIT MUST BE FREE

"It was done exclusively and carefully, but it did result in making it very difficult for troops to come from Bogota. Our government will not permit anybody on the line of that railway or the crossing of the isthmus which would disturb free transit."

After reviewing the history of the act of Congress and the sending of a treaty to Bogota Mr. Hitt said: "From the stage of my theater I have seen Rankin exert his influence over Miss O'Neill. When he looked at her she forgot her lines, and when he snapped his fingers at her she acted. He has an unimpaired influence over her."

When Miss O'Neill was put on the stand she denied the influence of Rankin and his powers over her. The case, which involves the recovery of advance expenses which she furnished to Rankin, was continued until Dec. 14.

C. F. AND I. REQUIRES  
MUCH NEW CAPITAL

Stockholders' Committee Formulates a Plan to Raise \$13,600,000 on Stock and Bond Issues.

NEW YORK, Dec. 11.—A committee consisting of James A. Blair, William L. Bull, Otto T. Barnard, Philip Lehman and John E. Borne was organized to-day to assist in placing the affairs of the Colorado Fuel and Iron Company in a satisfactory and permanent financial basis.

The committee, in an address to holders of the stock of the company, has agreed to bonds, and that the sum of \$13,600,000 will be required to recover property recently lost by the company.

The plan of the committee provides for the creation of a funding mortgage to be made by the company or by another corporation, the proceeds of which will be used to secure the necessary funds and to exchange for present debentures.

The new security will be a 5 per cent. gold bond, supported by a consolidated first mortgage on all the properties recently sold by the stockholders.

A syndicate representing a majority of the stock of the company has agreed to convey the properties recently sold to the fuel company or to the committee for the price of one-half of the value of the properties.

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POLICE CLOSE THE DOORS  
OF EMPLOYMENT AGENCY

False Pretenses Charged Against Tiffany and Rogers of the Firm.

MEN FAILED TO GET JOBS

Detectives Colbert and Hauser yesterday arrested William Rogers, of the firm of Tiffany & Rogers, an employment agency at 32 West Washington street, and slated him at the police station on a charge of obtaining money under false pretenses, it being alleged that he swindled persons who sought employment through his agency out of their small amounts of money.

The alleged fraud was discovered by the detectives through several complaints of unfair dealings which came from laboring men who paid their money to the firm of Tiffany & Rogers for positions which they never got.

Some time ago Ernest Miller, Herman Boyd and E. R. Peterson applied to the firm for positions and were told that on payment of \$2 each they would be given work with a railroad construction gang at Peru, Ind. The three men paid Rogers, they claim, the \$2 each and were given notes to a supposed man in Peru, which entitled them to go to any further. The passengers were unable to find any such man as indicated in the note, they claim, and later discovered that the construction work had been completed some time before they made their contracts with Tiffany & Rogers.

Several days ago Granville Hurst applied to the employment agency for a position and was told that he would be given work with a railroad construction gang at Peru, Ind. and on arriving there he was told that no help was needed. The detective yesterday closed the office of the firm and notified many customers that until the present investigation was over no further work would be given.

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LAMPBLACK FACTORY  
PUT OUT OF BUSINESS

Its Output Was Worth Only \$12, but It Used \$63,000 Worth of Natural Gas.

NOVEL KENTUCKY CASE

FRANKFORT, Ky., Dec. 12.—The Court of Appeals has reversed the judgment of the Meade Circuit Court in the case of the Calor Oil and Gas Company against W. C. McGhee and affirmed it in the case of the Louisville Gas Company against the Kentucky Heating Company.

The cases grew out of alleged efforts of the Louisville Gas Company to destroy the Meade county natural gas fields, from which the Kentucky Heating Company has for years been securing the gas which it furnished to customers of Louisville. The Louisville Gas Company officers organized the Calor Oil and Gas Company, the stockholders being A. Hite, Barrett, Edolph Sneed and J. B. Speed. This company took over a lot of leases in the Meade district.

On this territory it erected what was called a lampblack factory. This factory was constructed with a stockade about it, inside of which no one was allowed to enter and no one was permitted to keep the neighbors away. When it began operations the Kentucky Heating Company had a gas pressure of sixty pounds and in five months this was reduced to thirty pounds. The force of the lampblack factory was two men, one for night and another for day. In five months the factory produced 300,000 pounds of lampblack worth 4 cents a pound, and consumed about ninety million feet of natural gas.

No lampblack was ever shipped away from the factory. On these facts the chancery enjoined the operation of the lampblack factory as violating the statutory laws against the wasting of natural gas.

The retail price of natural gas for fuel in Louisville is 25 cents per foot, making the value of the gas as alleged to have been consumed in making \$12 worth of lampblack \$63,000. The decision handed down to-day puts the lampblack factory out of business.

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